Roosevelt Base (Naval Station Long Beach)
Bounded by Ocean Boulevard, Pennsylvania Avenue,
Richardson Avenue, and Idaho Street
Long Beach
Los Angeles County
California

HABS No. CA-2663

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Western Region
Department of the Interior
San Francisco, California 94107

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HISTORIC AMERICAN BUILDING SURVEY
ROOSEVELT BASE (Naval Station Long Beach)

HABS No. CA-2663

Location: Bounded by Ocean Boulevard, Pennsylvania Avenue, Richardson Avenue, and Idaho Street, on Naval Station Long Beach, Long Beach, Los Angeles County, California

USGS Long Beach Quadrangle (7.5'), Universal Transverse Mercator Coordinates: 11.384380.3735200; 11.384700.3735310; 11.384720.3735220; 11.385070.3735300

Present Owner: U.S. Navy, Southwest Division, San Diego

Present Occupants: U.S. Navy

Significance: The Roosevelt Base Historic District, constructed in 1940-1943, consists of 11 buildings designed in the International Style with Mediterranean Revival detailing, five structures, and extensive historic landscaping. It is eligible for the National Register for its site planning, landscaping, architectural style, and its Associate Architect Paul Williams, a nationally prominent Los Angeles Afro-American architect. Additionally, the District is significant for its association with the buildup of permanent Naval facilities on the Pacific Coast under President Franklin D. Roosevelt, during the mobilization period preceding the United States' entry into World War II.

PART 1. PHYSICAL CONTEXT OF ROOSEVELT BASE

The Roosevelt Base Historic District is a group of 16 buildings and structures located within the larger area comprising the Naval Station Long Beach on Terminal Island in San Pedro Bay, at Long Beach, California. The district is located on the Pacific Ocean behind a man-made harbor that was created through the construction of a large curving breakwater (Mole). The Naval Station itself is set between a container port on the west and the Long Beach Naval Shipyard on the east, and is located within an area that historically was comprised of a tidal channel of the Los Angeles River. Through extensive dredging and filling in the 20th century, the area was built up sufficiently for the station and shipyard to be built.

The original Roosevelt Base consisted of a rectangle, with 3,000 feet of oceanfront and extending back 2,000 feet. The administrative and recreational buildings were set out in a rectangular grid pattern with a long east/west axis bisected by several north/south streets. The administrative and service buildings were clustered at the east end of the axis, and the recreational facilities were clustered at the west end, with the Fleet Landing Building the central focus, which was oriented toward the landing docks and the ships at anchor in the harbor. Although all buildings were designed in the International Style with Mediterranean details, each one was different, depending upon function.

Landscaping was considered an integral part of the design of the Base, and $175,000 was allotted to it in the 1944 budget (Navy Department 1944: Supplemental Agreement No. 1:2). Extensive landscaping heightened the linear grid pattern; concrete planters, lawns and specimen trees provided a formal backdrop for the buildings. The streets are lined with Mexican fan palms (*Washingtonia robusta*), California fan palms (*Washingtonia felifera*), Canary Island date palms (*Phoenix canariensis*), Indian laurel fig (*Ficus microcarpa*), Moreton Bay fig (*Ficus macrophylla*), carob (*Ceratonia siliqua*), or olive trees (*Olea europaea*). A formal entrance to the base, consisting of a double street, with central lawns, extended from Gate #1 at Ocean Boulevard to the harbor, passing in front of the hub of the Base, the administration building.

Formal entrances were provided for a number of the buildings. The administration building has a flagpole, wide concrete sidewalks, and broad steps leading to the main entrance; the gymnasium has a central patio enclosed by the arcade leading to its front door; and the Officers' Club (#24) has a U-shaped drive and port cochere.

The formal layout with specimen trees and impressive architect-designed permanent buildings was indicative of the new direction military installation planners had taken after World War I, when a concerted effort was made to replace temporary wartime buildings with permanent ones. New planning ideas, arising from the City Beautiful movement of the Progressive era in the teens, urged that urban design include concepts such as beauty, order, system, and harmony. As a result, in contrast to the World War I temporary military facilities that were built rapidly from standardized plans, the permanent installations designed in the 1920s and 1930s were designed with a great deal of care and thought. Variety in layout and architectural style was desired.

By definition, a well-planned layout would cluster operations, administration and residential facilities, follow topographical features, maintain the local landscaping, and use appropriate regional architectural

styles for the buildings (Nurse 1928:15-16; Ford 1929:19; Wheaton 1928:11). Roosevelt Base displays all these attributes of good planning.

PART 2. HISTORICAL CONTEXT OF THE SITE — DEVELOPMENT OF LONG BEACH

The Roosevelt Base Historic District and Naval Station Long Beach were constructed in 1940-43 as part of the World War II buildup of Navy bases in the Pacific. It was part of the larger Navy facilities on Terminal Island known as the Naval Fleet Operating Base, which included the Naval Air Station to the west in Los Angeles, the Naval Shipyard, the Naval Supply Depot, and the Naval Brig. Its history and development on Terminal Island is the story of the development of the Los Angeles and Long Beach harbors in the late 19th and 20th centuries.

Terminal Island was originally part of an estuary formed by the Los Angeles River. In prehistoric times it was used by Native Americans as a burial ground. Spanish exploration brought Juan Rodriquez Cabrillo in 1542 and Sebastian Viscaíño in 1602 to San Pedro Bay. Spanish settlement did not come until 1769 when Gaspar de Portola and Father Junipero Serra brought Spanish rule and the mission system to the Native Americans. The local mission to serve the Long Beach and Los Angeles areas was the San Gabriel Archangel, and the Native Americans were named in consequence Gabrieliños. During this time the ranching system was also established, with military veterans being given large tracts of land outside the mission and presidio boundaries; present-day Terminal Island was included in the Dominguez grant and present-day Long Beach was included in Ranchos Los Cerritos and Los Alamitos. At this time San Pedro Bay was used for the profitable hide and tallow trade, as well as by illegal trade in otter skins for hides (Clevenger and Crawford 1992:2-3, 2-4, 4-2).

Trade in the harbor area expanded when Mexico became independent from Spain in 1821 and the area was opened to commerce. When California became a state in 1850, the influx of American entrepreneurs resulted in the development of the harbor as a hub of transportation. A wharf was built and a stagecoach business begun, connecting to Los Angeles. The town of Wilmington was established north of the bay and various improvements were made to the harbor. Railroad lines, such as the early Los Angeles-San Pedro and later the Santa Fe and Southern Pacific linked the harbor to the inland towns. Rattlesnake Island, then a marshy piece of land, was bought by the Los Angeles Terminal Railway in 1891 and the area was renamed Terminal Island (Clevenger and Crawford 1992:4-5).

Between the 1880s and the 1930s various developments in the harbor area improved its prospects as a deep-water port in efforts to capture international trade, particularly to Asia. Various harbor improvements were made, such as the building of wharves and breakwaters and the dredging of the existing channels, culminating in the relocation of the Los Angeles River Channel by the U.S. Army Corps of Engineers in 1923 that prevented further silting of the harbors. Los Angeles harbor became a major terminal for trade from the Panama Canal (Clevenger and Crawford 1992: 4-5-4-8).

The Los Angeles and Long Beach Harbors became the locus of U.S. Navy development as early as 1919 when Woodrow Wilson chose to berth the newly formed Pacific Fleet in San Pedro Bay for seven months of the year. This area was chosen because of its good weather, availability of repair facilities, presence of fuel oil, and the gunnery ranges at Santa Rosa and San Clemente Islands (Meyer 1983: 130). During the

1930s the Fleet grew in response to the growing Japanese aggression in China, and in 1940 President Roosevelt ordered it to Honolulu as a show of force against the Japanese.

Long Beach became a defense town in the mobilization period before World War II. In 1935 the Navy constructed a Naval Air Facility at Allen Airfield, renamed Reeves Field, maintaining a squadron of PB4 aircraft to patrol the southern California harbors. In 1941 Douglas Aircraft began producing C47 Skytrains and B17 Flying Fortress bombers (Meyer 1983: 130-133). In 1940 the Navy bought 105 acres of coastline from the City of Long Beach for one dollar, with the promise to build a Naval Fleet Operations Base there. It dredged the port, adding an additional 177 acres of fill to the site and then built a mole to protect the newly created harbor area. Across Seaside Avenue, the major road connecting Long Beach to Terminal Island, 40 more acres were acquired. Originally this coastline had been the resort town of Brighton Beach, which was torn down for the construction of Navy facilities (Clevenger and Crawford 1992: 4-9). Roosevelt Base was built as the administrative and recreational center for the Naval facilities on Terminal Island. In 1940-43 the U.S. Naval Drydocks, now the Long Beach Naval Shipyard, was constructed to repair ships damaged during the war. By 1943 the Naval presence on Terminal Island included Reeves Field, Roosevelt Base, and the Naval Drydocks.

PART 3. HISTORY OF ROOSEVELT BASE

a. Initial Planning and Development

The need for a Fleet Operating Base at San Pedro was recognized as early as 1931, when wartime mobilization was seen as a distinct possibility. A memo from the Planning Officer of the Eleventh Naval District (San Diego) to the Commandant of the same mentioned that upon wartime mobilization, a Naval Operating Base should be established at San Pedro, equal to that already existing at San Diego, to handle logistical activities for ships anchored in San Pedro Bay. The only other west coast Naval facilities at that time were San Diego, Mare Island Navy Yard near San Francisco, and Puget Sound Navy Yard at Bremerton, Washington, and space at these facilities was proving inadequate to meet the growing needs of the Pacific Fleet. Realizing that other repair and servicing facilities were necessary, the Navy saw Terminal Island in San Pedro harbor as a logical choice; supporting facilities already existed there, an abundance of utilities and labor were available, and in terms of defense, it was prudent to disperse defense and operational services along the Pacific Coast (Rouse [c. 1953]:4-5; Navy Department. Bureau of Yards and Docks 1944: 98).

To further this plan, in 1940 the Navy bought a 105-acre strip of coastline from the City of Long Beach (Ogden 1992:4-9). That same year Rear Admiral Ben Moreell, the Chief of the Bureau of Yards and Docks, recommended that the Navy's development of San Pedro Harbor include the construction of a net depot. He realized also that there was an "urgent need" for recreational facilities and suggested that 40 acres of the 105-acre tract be used to create recreation fields for the enlisted personnel of the fleet (Moreell 1940). Funds from the First Supplemental National Defense Appropriation Act of 1941, allowing the Secretary of the Navy to enter into cost-plus-fixed fee contracts for public works projects, was approved by President Roosevelt for a Fleet Operating Base, and a contract for its

construction, NOy 4279, was signed August 14, 1940. Work to be accomplished included dredging (since two thirds of the 105 acres were under water), creation of a breakwater and docking facilities, and construction of buildings, including administration and shore patrol, recreation, field house, fire station, heating plant, net storage building, storehouse, paint and oil storehouse, shop and assembly building, shallow breakwater, net pier, approach pier, officers' landing, dry dock, and dispensary (Navy Department. Bureau of Yards and Docks 1940: 1-4; 1944:133). A supplemental agreement to the contract, funded through the First and Third Defense Appropriation Acts of 1942, allowed for the construction of a gymnasium/auditorium, swimming pools, officers' recreation building, lounge and bowling alley, fleet landing building, labor board building, gate house and gate, receiving station, and landscaping (Navy Department. Bureau of Yards and Docks 1942: 1-3).

The contractors chosen by the Navy to oversee construction were the Guy F. Atkinson Company of San Francisco and the George Pollock Company of Sacramento, who joined forces for this project and opened an office in Long Beach for the duration of the contract. Commander J.J. Matthews (CEC) USN was Officer-in-Charge of Construction and Lieutenant Commander John J. Gromfine (CEC) USN was the Resident Officer-in-Charge of Construction (Rouse [c. 1953]:133-176). The plans and specifications were supervised by the Bureau of Yards and Docks in Washington, D.C. Field work extended from August 22, 1940 to April 15, 1943 (Navy Department. Bureau of Yards and Docks 1944: 35-39).

b. Arcbitects

The architects and engineers awarded the contract were Allied Engineers, Incorporated, of Los Angeles, in collaboration for this contract. The project team included Donald R. Warren, chief engineer; S. B. Barnes, structural engineer; Adrian Wilson, chief architect; Paul R. Williams, associate architect; and E. L. Ellingwood, mechanical engineer. Adrian Wilson (1898-c.1975), chief architect, was a Los Angeles architect who designed industrial and institutional buildings, such as the Jorgenson Steel Company Plant in Los Angeles (1942-55) and a number of buildings at the Los Angeles County-U.S.C. Medical Center (1949-55). During the post-war period he also designed embassies, convention centers and malls, high schools, and hospitals. He received the U.S Department of the Navy Certificate of Commendation in 1968, its highest award given to architects and engineers (Manley 1994: 23-24).

The nationally-known associate architect, Paul Williams, (1894-1980) an African-American, was born and trained in Los Angeles at the USC School of Architecture, the Beaux-Arts Institute of Design, and as an apprentice in the offices of Reginald Johnson and John C. Austin, major Los Angeles architects in the 1920s and 1930s.

Although he was best known for his thousands of residences designed for clients in business and the entertainment world from the 1920s through the 1950s, he also was responsible for a number of commercial commissions as well, including the Music Corporation of America Buildings (1936-37), renovation and additions to the Beverly Hills Hotel (1947-51), and the theme building at the Los Angeles International Airport,

with William Pereira (1961). Additionally, he designed a number of residences and hotels in Colombia between 1945 and 1948, opening an office there.

He collaborated with Adrian Wilson in 1941-42 on the Pueblo del Rio Defense Housing in Vernon, and in 1949-55 on the Los Angeles County-USC Medical Center, and the Los Angeles County Courthouse (1955). During wartime, he not only worked on the design for Roosevelt Base and Pueblo del Rio but also on a War Housing project at Fort Huachuca, Arizona, in 1942. His concern for affordable post-war residential design led him to publish in 1945 a pattern book entitled *Small Home of Tomorrow* and in 1946 *New Homes for Today*. He also designed for the Afro-American community, with such buildings as the 28th Street YMCA (1925), the Golden State Mutual Life Insurance building (1948), the First African Methodist Episcopal Church (1963), and the Broadway Federal Savings and Loan (1964) (Hudson 1993).

He was awarded the NAACP's Spingarn Medal (1953) for outstanding achievement by an Afro-American (Manley 1994: 24-25). He was the first Afro-American member of the American Institute of Architects, and the first to be elected a Fellow. His high level of productivity and achievement was all the more remarkable for having taken place at a time in United States history when Afro-Americans were not welcomed into the professional ranks, particularly in the field of architecture (Hudson 1993:14-16).

c. Construction

Construction began on Roosevelt Base in 1940 with the dredging of land on which to build the facilities. The site totaled 105.3 acres, two-thirds of it under water. Hydraulic fill was used to reclaim the land during dredging operations. Approximately 60 acres were allotted for Roosevelt Base and 40 for the U.S. Naval Drydocks.

The permanent buildings were made of reinforced concrete. Because the land was fill, standard foundations could not be used. Instead, every building was set on a series of cast in place concrete piles. These piles consisted of corrugated steel shells that were driven into the ground. Reinforcing steel was placed inside the driven shells, and then the shells were filled with concrete. Internal vibrators assured that the concrete was properly compacted. The need for this type of foundation increased the cost and time required for construction immeasurably (Navy Department. Bureau of Yards and Docks 1944: 205, 230).

The structural system consisted of reinforced concrete beams and posts. All buildings were designed to withstand earthquakes. Underground columns were braced with heavy concrete struts. The walls were poured in place concrete, with form boards made of smooth plywood to give texture to the exposed concrete. Some of the walls then had an ochre wash applied to them. This type of exposed surface, known as "architectural concrete," became popular in California in the 1920s and 1930s, as an appreciation of concrete as a building material grew. Its use was featured in prominent architectural journals of the day, including *The Architect and Engineer* and *The AIA Journal*, which presented concrete buildings with

exposed formboard finish for such diverse types of buildings as temples, churches, warehouses, theaters, skyscrapers, university buildings, and residences. Concrete came to be seen as an expressive building material in itself, one that did not need to be hidden under a finish layer of stucco (Hanson 1930; Hadley 1931).

Wood forms were built at the site by the carpenters or for larger or special forms, at the carpenter shop. Concrete was mixed by a central mixing plant and delivered to the site by rail or in concrete trucks. Concrete buggies, cranes with buckets, and towers and hoists were used to pour the concrete into the forms. Portable gas-powered vibrators were used to compact the concrete in the forms. Portable carpenter shops with power tools were set up near each construction site. Steam pipes leading from the heating plant to each building were installed in concrete tunnels. Utilities were placed underground as well (Navy Department. Bureau of Yards and Docks 1944: 156, 167, 187, 207).

As war intervened, the time for construction completion was speeded up and changes were made in building and construction design to minimize the use of critical materials. Directives came from the Navy disallowing certain materials, particularly metals, and these materials were deleted from the plans and other non-critical materials substituted. Mass concrete was used where possible to save on reinforcing bars. Wood was used for gutters and metal conduit was replaced with knob and tube wiring. Delays in receiving such critical materials as steel, hardware, heating, electrical, and plumbing supplies delayed work and added to the cost (Navy Department. Bureau of Yards and Docks 1944: 270-71, 278).

The labor for the construction of Roosevelt Base came from the local area. Every worker had a physical examination before starting work. After Pearl Harbor it became more difficult to get "young vigorous skilled craftsmen." New workers then had to be trained by experienced men at the site. A larger number of older inexperienced men than was the custom in peacetime had to be hired and productivity as a result was lowered. The majority of the labor was supplied by the local unions. After 1942, however, labor became more difficult to hire, partially because of the war but also because the Navy was paying lower wages than other jobs. After higher wage scales were introduced, there was less difficulty finding workers. However, after mid-1942 it remained difficult to find adequate or experienced labor. When war broke out and the completion date for construction was speeded up, extra shifts of men were used, rather than overtime whenever possible (Navy Department. Bureau of Yards and Docks 1944:270-271)286).

Housing was scarce. When the breakwater was being constructed, bunk houses were constructed on Santa Catalina Island for the workers, who were then ferried back and forth from the job site by water taxis (Navy Department. Bureau of Yards and Docks 1944: 271, 286).

d. Administration

The various Naval activities on Terminal Island were named Roosevelt Base on 7 May 1941 in honor of President Roosevelt (Knox 1941). By General Order No. 154, dated 25 September 1941, the Naval Operating Base (NOB) was officially established. It included the following activities, both on Terminal Island and in the Long Beach areas: Roosevelt Base, Naval Air Station, Naval Net Depot, Naval Hospital, Naval Dispensaries, Naval Reserve Aviation Base, and Naval Disbursing and Transportation Office (Rouse [c. 1953]:170). The Base was commissioned on 1 September 1942 in a ceremony held quietly because of the wartime vulnerability of the Long Beach-San Pedro Harbor. During the Commissioning ceremony Rear Admiral Ralston S. Holmes said:

> This base is named for the President of the United States and will serve as an important background for ships of the fleet and their operations. Repair facilities for ships are available, ships may be drydocked and supplies will be furnished to them. The Naval personnel who will operate this important base have a big responsibility and a big job (Rouse [c. 1953]:185).

The total personnel assigned to headquarters at Roosevelt Base were 295 enlisted men, 20 messmen, and 65 officers. The new Commanding Officer of the Base, Captain Heim, remarked that the personnel of the Base looked forward to the time when the facilities could be made available to "our victorious fleet when it returns to this port" (Rouse [c. 1953]:185, 187).

Various facilities on Roosevelt Base were named for Naval personnel who had been instrumental in establishing and procuring the money for it. The gymnasium, field house, and athletic fields were named Stark Field for Admiral H.R. Stark, USN, Chief of Naval Operations. The Officers' recreation complex, including a clubhouse, tennis courts, and pool, were named Allen Center for Captain Ezra G. Allen, USN, Director of Budget and Reports, Navy Department (Rouse [c.1953]:180).

The Base's original purpose, to provide logistic support to the Pacific Fleet, became impossible when the fleet moved to Pearl Harbor. With the United States' entry into the war in December 1941, Roosevelt Base was then authorized to serve as the location of a personnel center for the training and conditioning of officers and men, and was known as the Small Craft Training Center (SCTC). The SCTC, although located on Roosevelt Base, was not an activity of the NOB (Rouse [c.1953: 277).

Numerous temporary buildings required by the development of the SCTC were added to the Base, largely to the north of the original permanent buildings. These temporary buildings included barracks, mess halls, classrooms, a chapel, and storage shops. The original athletic fields were paved for a drill field (see Map of U. S. Naval Station. Long Beach, California Showing Conditions on 30 June 1943).

By 1943 barracks and messing facilities had been built on site to accommodate 5900 enlisted men, 140 officers, and 350 WAVES. 1270 enlisted men and 78 officers carried out the Roosevelt Base and Naval Operating Base activities. Ultimately the SCTC contained 7500 officers and enlisted men.

By 1944 the name of the activities on Terminal Island was changed to the NOB (Navy Department 1944). At the end of World War II, the NOB was reorganized and renamed the U.S. Naval Base. The recreational buildings and structures, called the U.S. Navy Recreation Center, were but a small part of the reorganized operation. The administrative functions continued to be located in Building 1 (Forrestal 1945).

During these post-war years segments of the Pacific Fleet returned to its homeport at Long Beach, which also berthed the Long Beach group of the Pacific Reserve Fleet, Military Sea Transportation Service ships, and ships of the service squadron (U.S. Department of Defense, Office of Public Information, February 7, 1950).

The role of the Naval Station at this time was to furnish logistical support to the Operating Forces of the Navy, those ships and personnel homeported at the Naval Station as well as crews of ships being repaired at the Shipyard. Its work was divided into 14 areas, as follows.

- The Communications Department provided communications services to ships and shore activities, operating cryptographic circuits connecting with the Naval Communication Tactical Network worldwide, and providing the telephone network for the Naval Station and Shipyard.

- The Military Personnel Department provided administrative support for military personnel, including an educational service and processing for the Receiving Station.

- The Legal Department provided legal assistance and advice to the Command and to military personnel.

- The Special Services Office administered a welfare and recreation program, providing leisure time activities for the fleet and station military personnel and their dependents.

- The Navy Exchange provided a low-cost store.

- The Industrial Relations Office provided administrative support to civilian employees at the Naval Station.

- The Comptroller's Office provided financial management for the Station.

- The Chaplain's Office was responsible for religious services and counseling.
- The Naval Station Medical and Dental Department provided necessary medical services, while the Hospital ship *Haven*, docked at the Station, provided inpatient medical and surgical care.
- The Public Works Department was responsible for engineering, construction, repair and operations for public works and utilities of the Station and Shipyard.
- The Security Department provided security guard and fire protection personnel and issued badges and passes.
- The Shore Patrol maintained order among the military personnel.
- The Supply Department ordered and received all supplies for the Naval Station, including clothes, small stores, and general mess supplies.
- The Port Services Department coordinated logistical support for the Fleet ships, such as assigning berths and anchorages, arranging for fuel and repairs and providing communications support ("Welcome to Long Beach" 1965:9).

Additionally, at this time the command headquarters for the Mine Force Pacific Fleet and the Harbor Defense Unit were located at the Naval Station (Board of Harbor Commissioners 1955:1).

During the 1960s the Naval Station was homeport to 112 ships, one third of the Pacific Fleet. Those ships included Cruiser-Destroyer Flotilla Three (CRUDESFLOT THREE), which consisted of five squadrons totaling 40 destroyers. Among them were the nuclear-powered guided missile cruiser *Long Beach* and the nuclear-powered guided missile frigates *Bainbridge* and *Truxtun*. Armed with 5-inch guns, hedgehogs, torpedoes, antisubmarine rocket torpedoes, and Tartar and Terrier anti-aircraft missiles, these ships were used as radar pickets and scouts, providing the fleet with early warning.

Four anti-submarine warfare aircraft carriers, the *Yorktown*, *Kearsarge*, *Hornet*, and *Bennington*, and three squadrons of the Pacific Mine Force minesweepers were also homeported in Long Beach ("Welcome to Long Beach" 1965:3-7). Ships were deployed to the Pacific for 6 or 8 months, then returned to Long Beach for an equivalent amount of time, during which they carried out exercises close by.

To support these activities, the Naval Station Long Beach operated from the existing permanent administrative, recreational, medical, and service facilities built in 1941-43 as well as the numerous temporary World War II barracks, warehouses, and administrative

buildings, primarily on the main section of the Station. The majority of these administrative functions operated out of Building 1, referred to as the "nerve center" of the Los Angeles Naval Base and the Naval Station. The Naval Station buildings were so inadequate for the required operations that they were described as "A miracle under pitiful conditions" (Lucas 1962:16).

During the 1950s and 1960s a number of piers, ship repair facilities, warehouses, fueling and electric stations, and ammunition storage facilities were constructed on the Mole. New dormitories and a mess hall were added to replace the temporary World War II buildings. At this time approximately 2200 sailors and 7000 civilians were assigned to work at the Station. Barracks were used by the Naval Station and tenant commands. New medical and dental buildings to replace the outdated facilities in Building 2 were constructed, as well as a chapel, gas stations, an NX, to serve these personnel and their dependents. A number of Flotilla Clubs were established on the Mole for the entertainment of the sailors.

During the post-Vietnam years when Congress voted to reduce the fleet, the Pacific Fleet left Long Beach. At the same time the Carter administration relegated the Navy's mission to that of supply rather than offense, and the Naval Station was changed to a Naval Support Activity from 1973 to 1979 (Lehman 1987: 117). When President Reagan again built up the fleet, the Naval Station was again recommissioned and an expanded battleship surface-action group was homeported in Long Beach (Lehman 1987:183). A number of facilities were constructed in the 1980s as a result of renewed activity, among them a fuel tank farm, storage warehouse, Navy Lodge, a new ten-story dormitory, and a clinic.

As a result of the end of the Cold War and a subsequent reduction in the Department of Defense budget, in 1991 Long Beach was once again targeted for closure as part of the first round of base closures. In October 1994 the Station was closed, the remaining ships in the fleet homeported at Naval Station were dispersed, the Naval personnel departed, and civilians associated with police, fire, public works, and facilities management were transferred to the authority of the Shipyard. A number of sailors whose ships are in drydock at the Shipyard are housed in several of the dormitories. Tenants such as the Coast Guard, Marines, and Army, are resident at Naval Station (personal communication, T. Erickson 1996).

PART 4. PHYSICAL SETTING OF ROOSEVELT BASE

The original plan of the Roosevelt Base recreation and administrative complex was formal, a linear layout on a grid pattern, with the primary axis along Pratt Avenue bisected by the entrance axis along Maryland and Nevada streets. The formality was enhanced by the planting of specimen trees along every major street, and by the lawn and flagpole in the promenade between Maryland and Nevada streets. The complex was clustered along the south edge of the property next to the harbor.

The original layout was altered in 1943 when war-time requirements to house 7,500 personnel for a Small Craft Training Center necessitated the construction of temporary barracks, classrooms, and drill fields on

the athletic fields. After the war some of these temporary buildings were dismantled but many still remain, and over the years new permanent buildings have been constructed on the base.

Three of the original Roosevelt Base buildings have been remodelled to an extent that their architectural integrity is gone. A chapel has been constructed on part of the grass promenade between Maryland and Nevada streets. However, in spite of the intrusion of many new buildings and the remodeling of a few of the old, the Roosevelt Base Historic District retains integrity. It is enhanced particularly by the trees; the presence of mature landscaping dating to the same period as the buildings ties the district together.

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Maps

1942 Map of Roosevelt Base, Terminal Island, Calif. Showing Conditions on June 30.

1943 Map of Roosevelt Base, Terminal Island, Calif. Showing Conditions on June 30.

1948 Map of U.S. Naval Station, Long Beach, California, Showing Conditions on June 30.

Collections

Naval Facilities Engineering Command. Construction Battalion Center. Port Hueneme, California.
Command Historian's Office. Building 99.
Engineering and Design Department. Building 20.

Naval Shipyard, Long Beach. Engineering Management Building 300
Architectural Archives. Floor 2
Administrative History. Floor 3, Room 555
Historical Photographs. Floor 3, Rooms 525, 551
Real Property forms. Floor 3. Room 521

Personal Communications

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Carol Marsh, Staff Historian, Naval Facilities Engineering Command, Construction Battalion Center, Port Hueneme

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Ken Swensen, Facilities Engineer, Long Beach Naval Shipyard

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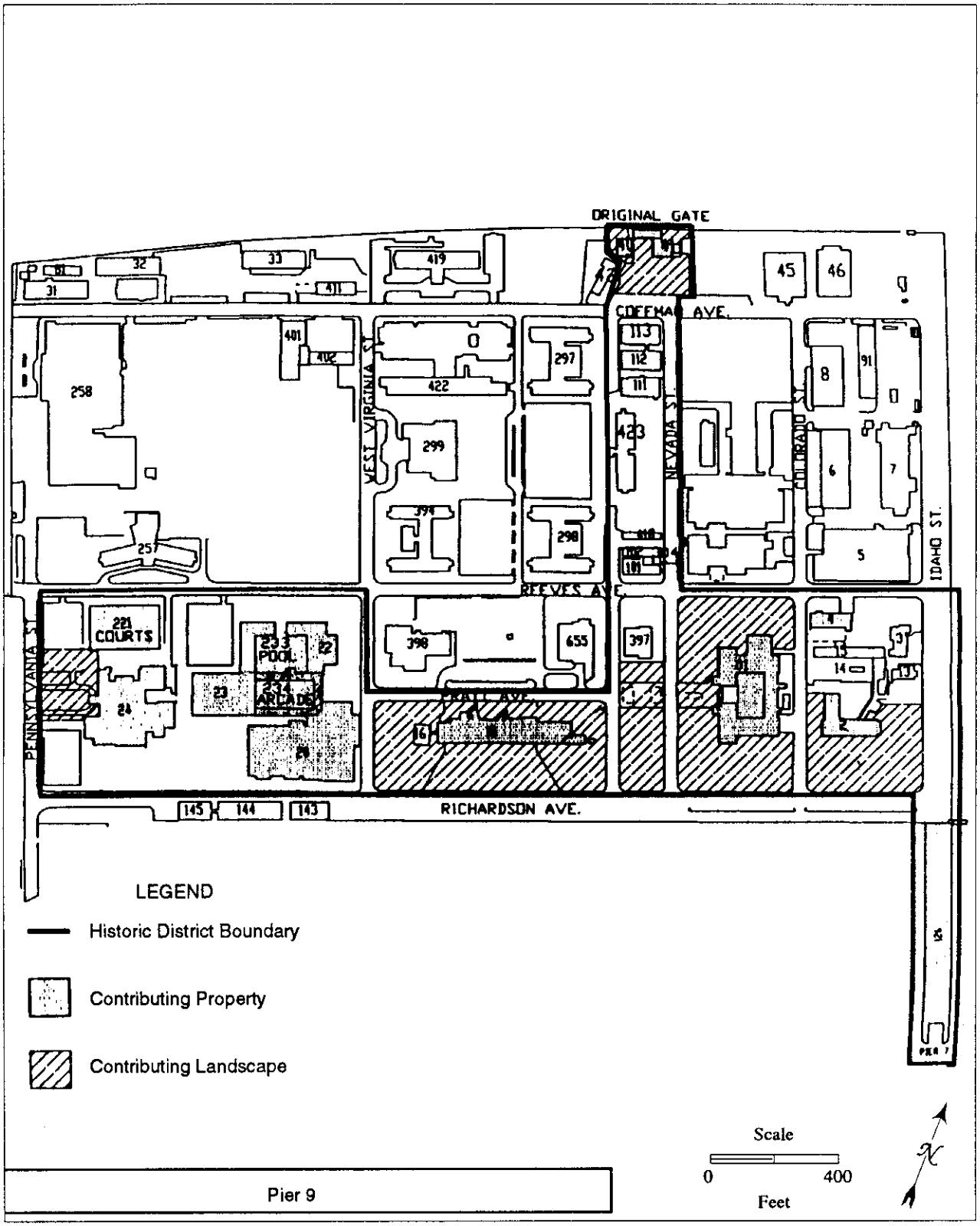
Kathy Van Houten, Facilities Engineer, Long Beach Naval Shipyard

PART 6. PROJECT INFORMATION

This HABS documentation project was undertaken as a mitigative recording required by the Memorandum of Agreement, dated _____ 1996, signed by the City of Long Beach, the California State Preservation Officer, and the Navy. The Navy proposes to transfer the Naval Station property to the City

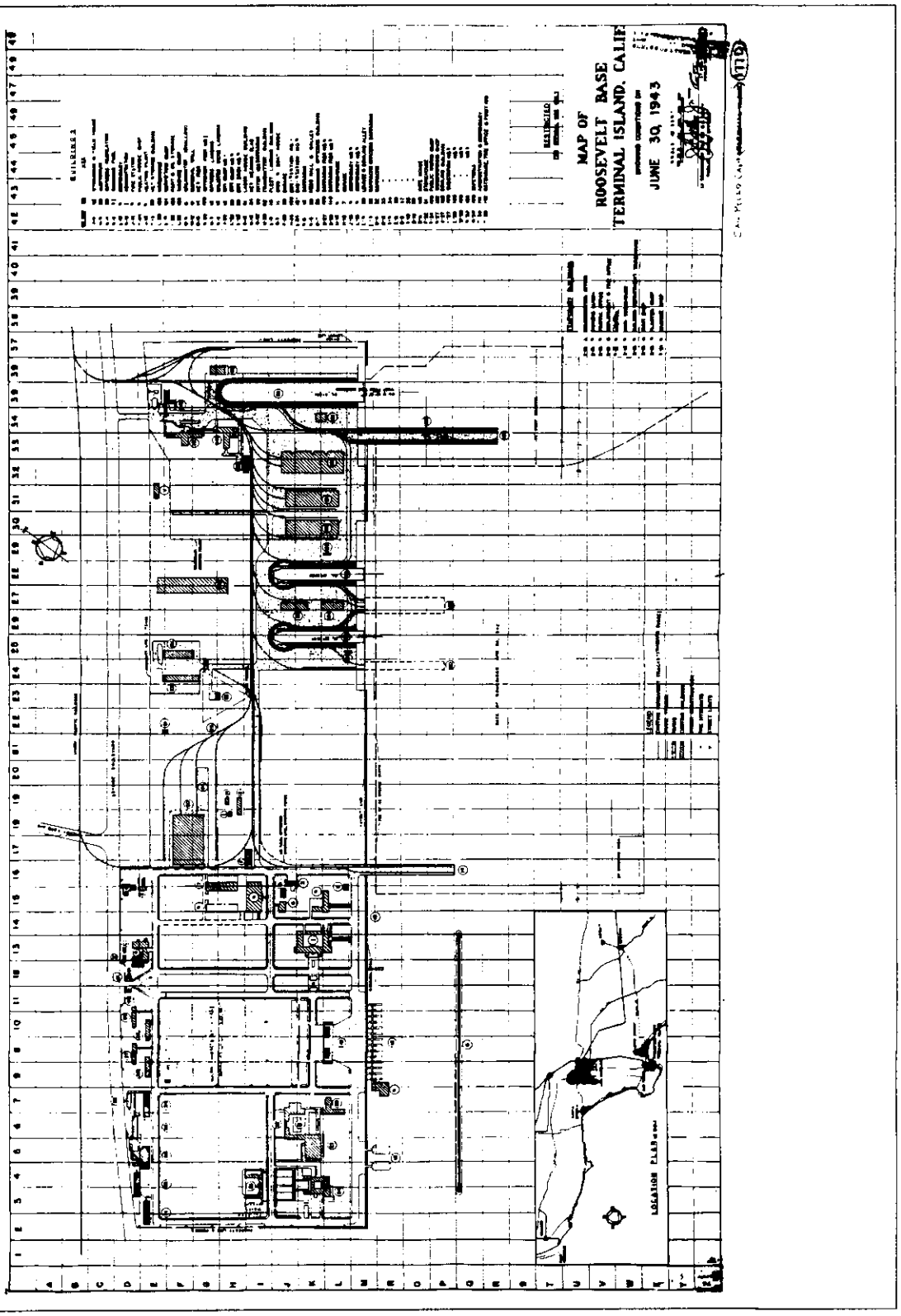
of Long Beach. The City, through the Port of Long Beach, plans to demolish all the buildings and structures on Roosevelt Base for a container terminal.

The documentation was prepared by Alexandra C. Cole, SAIC, Santa Barbara, architectural historian and Fermina B. Murray, historian, in May 1996. Large-format photography was done by William B. Dewey of Santa Barbara, California, in April 1996.



ROOSEVELT BASE HISTORIC DISTRICT

Courtesy Wm. R. Manley



ROOSEVELT BASE. 1943

Courtesy Command Historian, Port Hueneme, CA